



DEFENSE FINANCE AND ACCOUNTING SERVICE

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JUN 5 1998

DFAS-HQ/FMM

MEMORANDUM FOR DIRECTOR DEFENSE FINANCE AND ACCOUNTING SERVICE
CLEVELAND CENTER
DIRECTOR DEFENSE FINANCE AND ACCOUNTING SERVICE
DENVER CENTER
DIRECTOR DEFENSE FINANCE AND ACCOUNTING SERVICE
INDIANAPOLIS CENTER
DIRECTOR DEFENSE FINANCE AND ACCOUNTING SERVICE
KANSAS CITY CENTER

SUBJECT: Change to the DODFMR, Volume 7A, Regarding - HDIP for Flying Duty When Both Active and Inactive Duty are Performed in the Same Month, (DFAS Item G-38)


Attached is DFAS Interim Change 22-98 to Chapters 56 and 57 of the DoDFMR, Volume 7A. It is effective July 1, 1998.

This change is the result of OASD(FMP) Memorandum of July 22, 1997. It changes the rules applicable to combining flight hours for months in which both active and inactive duty are performed. It implements provisions allowed under Title 37 U.S.C. section 301, subsection (f)(2).

We have evaluated your comments on the draft change to the DoDFMR, Volume 7A. The attached final version of the change includes your comments where appropriate.

Assignment of an interim change number is your authority to start a procedural modification to facilitate this change. For the Denver Center, use the attached to initiate the formal printed change to the DoDFMR and the interim change message.

Our point of contact, Mr. Gary McGee, may be contacted at DSN 332-5280 or (703) 602-5280.


Gregory P. Bitz
Director for Finance

Attachment:
As stated



cc: DASD (MPP)(Comp)
ODGC (F)
DFAS-DE/DG
Service Liaisons
USCG/NOAA/PHS Liaisons
DJMS-PM



FLYING DUTY PAY WHEN BOTH ACTIVE AND INACTIVE DUTY ARE
PERFORMED IN THE SAME MONTH

1. Replace paragraph 560401C3 with the following:

3. Combined Flight Requirements. When a member performs both active and inactive duty with pay in the same month; designated flying time earned in that month may be combined to satisfy any ACIP or hazardous duty incentive pay (HDIP) flight requirements for that month. For specific details, see subparagraph 570202.

2. Replace paragraph 570202A with the following:

- A. Combined Flight Requirements. When a member performs both active and inactive duty with pay in the same month; designated flying time earned in that month may be combined to satisfy any ACIP or hazardous duty incentive pay (HDIP) flight requirements for that month.

3. Replace subparagraph 570202A1 with the following:

1. Active and inactive duty flying time may be combined for application to flight requirements only in the month in which the flying is performed. Combined flying time that is in excess of the requirements of the month in which actually performed or that otherwise cannot be used in the month earned, must be redistributed into active and inactive flying time categories. Combined flying time may only be applied to other monthly flight requirements (see Chapter 22) for the appropriate status category into which redistributed (i.e., active duty flying time for active duty requirements and inactive duty flying time for inactive duty requirements). Combined flying time will be applied and any excess or unused time will be divided and placed into appropriate categories as set forth below. Note: Unless the member is performing continuous active duty in excess of 30 days or, unless the active duty period extends unbroken over parts of two months, the excess/unused active flying duty hours may not be banked for potential application to other requirements.

- a. When the hours flown while on active duty are in excess of the active duty flight requirement of the month and the hours flown during the inactive duty period are also in excess of the inactive duty flight requirement of the month; all excess hours will be retained in their respective categories for application to other months' requirements, if otherwise allowable.



Example 1: Member performed 15 days active duty and was in an inactive duty training status 15 days in the same calendar month. Member performed 5.0 hours of flying duty while on active duty and 1.5 hours while on inactive duty. The 5.0 hours earned while on active duty are excess to the 2 hours required, and the 1.5 hours earned while on inactive duty are excess to the 1.0 hours required. The 3.0 hours that are in excess of the active duty requirement will be banked as active duty time, if the criteria of the note in subparagraph 1 are met. The 0.5 hours excess to the inactive duty requirement will be banked as inactive duty time.

b. When the hours flown while on active duty are in excess of the active duty flight requirement of the month and the hours flown during the inactive duty period are insufficient for the inactive duty flight requirement of the month; the excess active duty hours will be applied to the inactive duty requirement. Any remaining excess or unused active duty hours will be retained for application to other months' active duty requirements, if otherwise allowable. If the excess active duty hours applied to the inactive duty requirement are not sufficient for the months' inactive duty requirement, then any banked inactive hours shall also be applied. If the inactive duty requirement is still not satisfied, all hours revert to their respective categories for other months' requirements, as allowable.

Example 2: Member performed 15 days active duty and was in an inactive duty training status 15 days in the same calendar month. Member performed 5.0 hours of flying duty while on active duty and 0.5 hours while on inactive duty. The active duty flying time is in excess of the active duty requirement of 2.0 hours, while the inactive flying time is insufficient for the inactive duty requirement of 1.0 hours. Apply 0.5 of the excess active duty hours to the inactive requirement. The remaining 2.5 excess active duty hours may be banked as active duty time, if the criteria of the note in subparagraph 1 are met.

c. When the hours flown while on active duty are insufficient for the active duty flight requirement of the month and the hours flown during the inactive duty period are in excess of the inactive duty flight requirement of the month; the excess inactive duty hours will be applied to the active duty requirement. Any remaining excess or unused inactive duty hours will be retained for application to other months' inactive duty requirements. If the excess inactive duty hours applied to the active duty requirement are not sufficient for the months' active duty requirement, then any banked active duty hours shall be applied. If the active duty requirement is still not satisfied, all hours

revert to their respective categories for other months' requirements, as allowable.

Example 3: Member performed 15 days active duty and was in an inactive duty training status 15 days in the same calendar month. Member performed 0.5 hours of flying duty while on active duty and 1.5 hours while on inactive duty. The member has 0.0 hours of active duty flying time and 3.0 of inactive flying time banked. The active duty flying time is insufficient for the active duty requirement of 2.0 hours and the inactive flying time is in excess of the inactive duty requirement of 1.0 hours. Apply the 0.5 excess inactive duty hours to the active duty requirement. Combined, the active duty and inactive duty flying time is short of the requirement by 1.0 hours. In this case, there are no banked active duty hours and the active duty requirement remains unfulfilled. Therefore, the 0.5 unused active duty hours may be banked as active duty time if the criteria of the note in subparagraph 1 are met and the 0.5 hours of unused inactive duty time will be banked as inactive duty time.

d. When the hours flown while on active duty are insufficient for the active duty flight requirement of the month and the hours flown during the inactive duty period are also insufficient for the inactive duty flight requirement of the month; the hours will be applied in the following sequence. First, the inactive duty hours flown will be applied to the active duty requirement. If the combined active and inactive duty hours flown are not sufficient for the active duty requirement, then any banked active duty hours shall also be applied. If the active duty requirement is still not satisfied, the active duty hours flown will instead be applied to the inactive duty requirement. If the combined active and inactive duty hours flown are not sufficient for the inactive duty requirement, then any banked inactive duty hours shall also be applied. If the inactive duty requirement is still not satisfied, all hours revert to their respective categories for other months' requirements, as allowable.

Example 4: Member performed 15 days active duty and was in an inactive duty training status 15 days in the same calendar month. Member performed 0.3 hours of flying duty while on active duty and 0.4 hours while on inactive duty. The member has 0.1 hours of active duty flying time (as a result of a period of active duty that began near the middle of the previous month and was continuous into the present month) and 0.2 hours of inactive duty flying time banked. The active duty flying time is insufficient for the active duty requirement of 2.0 hours and the inactive flying time is insufficient for the inactive duty requirement of

1.0 hours. First, apply the 0.4 hours of the inactive duty flying time to the active duty requirement. Combined, the active duty and inactive duty flying time is short of the requirement by 1.3 hours. In this case, there are 0.1 of banked active duty hours, but that also is insufficient and the active duty requirement remains unfulfilled. Next, apply the 0.3 hours of the active duty flying time to the inactive duty requirement. Again, the coverage is not sufficient, being 0.3 hours short of the inactive duty requirement. In this case, there are 0.2 hours of banked inactive duty hours, but that also is insufficient and the inactive duty requirement remains unfulfilled. Finally, since neither the active nor the inactive requirements could be fulfilled, the unused time will be banked as allowed. The unused 0.3 hours of active flying time may be banked as active duty time, if the criteria of the note in subparagraph 1 is met and the unused 0.4 hours of inactive flying time will be banked as inactive duty time.

4. Retain the current subparagraph 570202A2.
5. Replace the second and third sentences of subparagraph 570202B with the following:

Flying time accumulated during an AFTP may be used to satisfy requirements for inactive duty training and, under the provisions of subparagraphs A1 and 2, may also be used for requirements for periods of active duty or active duty for training.